

~~CONFIDENTIAL~~CLASSIFICATION ~~SECRET/CONTROL/US OFFICIALS ONLY~~COUNTRY Soviet Zone of Germany

REPORT

TOPIC Finsterwalde airfields

50X1-HUM

EVALUATION

PLACE OBTAINED

DATE OF CONTENT

50X1-HUM

DATE OBTAINED

DATE PREPARED

27 July 1950

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The construction work on the E-W runway of the Finsterwalde (N 52/A 15) airfield was in full swing on 25 May 1950. Nineteen railroad carloads of gravel arrived on the spur track. The western section of the runway extended about 300 meters beyond the former field border. Excavation work was being done in the entire landing field area. Since the field inclined to the west it was being filled in there. Most of the grass cover of the landing field was removed. The Bauunion-South Firm was doing the construction work. (1) Aircraft were not seen. (2)
2. The radio station in town was in operation. Beside the radio truck and the mast, which was about 20-meters high, there was a small antenna, a truck mounting a device similar to a searchlight, and truck                      near the radio station. (3) 50X1-HUM
3. There were fewer officers and EM than previously noticed. Passenger car                      tank truck                      and motor vehicles                      were 50X1-HUM seen in the town.
4. A Soviet Air Force junior lieutenant with gold embroidered piping on the cuffs of his uniform got a ticket at the Finsterwalde railroad station for Drewitz (O 52/A 68), the Jaenschwalde (O 52/A 68) railroad station.
5. A biplane and a single-engine high-wing monoplane were parked at the improvised airfield in Finsterwalde-West. The high-wing monoplane had a white-edged vertical yellow stripe on the rudder assembly beside the Soviet star. (4)
6. The field was observed between 11:30 a.m. and 4 p.m. on 1 June 1950. Some hangars were open but planes were not seen at the field. (2) A small biplane circled several times and finally landed in front of the flight control station at 11:50 a.m.

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Next Review Date: 2008

Document No.

Notations in Class.

Declassified

Class. Exempt From: 75 C 6

Auth: 100-100

Date: 970728

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7. Construction work was being done on the entire landing field. About 400 laborers were engaged in excavation work in an east-west direction, probably for a concrete runway. Light poles, erected in an east-west direction and at intervals of about 30 meters, indicated that work was also being done at night. Four to six Diesel locomotives with coupled dump-cars operated on spur tracks across the landing field. Concrete and drainage pipes were lying in the northwestern section of the landing field, and two cranes, to unload cars on the railroad spur track, were standing in the northeastern section. There were piles of sand, gravel and crushed stones 12 to 15-meters high. Several cantonment buildings were irregularly disposed on the landing field. The field was not serviceable for combat planes. The construction work was estimated to last another three months.
8. The improvised airfield at Finsterwalde-West had no permanent buildings or hangars. There were no planes.

- [ ] Comments. 50X1-HUM
- (1) [ ] construction work at the landing field of the Finsterwalde airfield. A concrete runway in an E-W direction, previously reported, is being constructed. [ ] The exact length of the runway is not known. From the information that the runway extends about 300 meters beyond the western edge of the landing field its length is estimated at about 2,000 meters. Construction work will presumably not be completed before early September 1950. 50X1-HUM
- (2) There is no air unit at the field.
- (3) The radio station in Finsterwalde was reported [ ] 50X1-HUM
- [ ] the station is assigned to an air force headquarters. It cannot be determined whether the device which is similar to a searchlight is a searchlight or a radar set.
- (4) IO-2s and Yak-14s were previously seen at the improvised airfield at Finsterwalde-West. It is not known whether they are courier planes of an army or an air force unit.

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